

ANNUAL REPORT OF THE MEDICAL OFFICER OF HEALTH

TO THE FALMOUTH AND TRURO PORT HEALTH

AUTHORITY, FOR THE YEAR ENDING

December 31st, 1945.



A.CECIL DICK, M.R.C.S.Eng., L.R.C.P. London.

FALMOUTH TYPEWRITING OFFICE
50 HIGH STREET
FALMOUTH.

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AND THE LONDON SOCIETY

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ANNUAL REPORT OF THE MEDICAL OFFICER OF HEALTH TO THE
FALMOUTH AND TRURO PORT HEALTH AUTHORITY FOR
THE YEAR ENDING DECEMBER 31st, 1945.

To:-

THE CHAIRMAN AND MEMBERS OF THE
FALMOUTH AND TRURO PORT HEALTH AUTHORITY.

Gentlemen,

I have much pleasure in submitting the Annual Report for the year ending 31st December, 1945.

During the year I paid one hundred and fourteen (114) visits to vessels of various nationalities entering the Port from Foreign Ports, for purposes of inspection - sickness on board, or for issuing pratique on account of contact with infected ports.

Forty-four (44) were reported defective by your Sanitary Inspector and myself. These defects were remedied on all vessels.

Infectious diseases on board were remarkably few, considering the state of general disorganisation prevailing following the end of the War.

Eight (8) cases only were landed from five (5) vessels during the year and transferred to Isolation Hospitals.

Five cases of Malaria from two vessels: four of them from one vessel were of the malignant type, and being complicated by intestinal symptoms which required extensive pathological investigations, were transferred to the County Isolation Hospital, Truro, direct.

One case of Cerebro-spinal Meningitis of an extremely serious type, the patient succumbing to his infection in a few hours.

THE FIRST PART OF THE HISTORY OF THE
REPUBLIC OF THE UNITED STATES OF AMERICA
FROM 1776 TO 1789

THE SECOND PART OF THE HISTORY OF THE
REPUBLIC OF THE UNITED STATES OF AMERICA
FROM 1789 TO 1800

One case of German Measles, and one of Anterior Poliomyelitis. This man was admitted to the Truro Isolation Hospital as your Isolation Hospital is not equipped to deal with such a serious type of infection.

There have been three deaths on board vessels. Following post mortem examinations by Dr Hocking of Truro the causes of death were as follows :-

- (1) Coronary thrombosis;
- (2) Acute Influenzal Pneumonia;
- (3) Cerebral Haemorrhage.

One case a man being sent home from the Middle East, died, and was buried at sea. He had died from Pulmonary Tuberculosis.

There has been no epidemic infection of any sort, and the majority of cases admitted to your Hospital have been for complaints which can be more readily dealt with there.

Twenty-six patients in all have been admitted to your Isolation Hospital, as compared with eight the previous year. They have been nursed and cared for by your Hospital Master and Matron extremely well, and I am grateful to them for their help which they give unstintingly, not only nursing their patients, but making a home for these Merchant Seamen while they are recovering.

I would respectfully suggest that the present arrangement of admitting minor injuries and septic ailments, which can readily be treated there, be carried on - when there are no infectious cases to be admitted. This is, at present, of especial help as there is still difficulty in obtaining admission to the other Hospitals in the district.

I have already reported that Venereal disease among Merchant Seamen was increasing, and I feel that steps should be taken to treat cases locally instead of their having to go to the Clinic at Truro which is held twice weekly.

The number of deratization certificates issued during the year totalled thirty-five (35); twenty-seven (27) being deratization exemption certificates.

The vessels lying up in the River Fal are periodically inspected, no complaint having been found with regard to the sanitary conditions.

The following details are mainly in tabulated form, and represent the work carried out by this Authority.

Permanent arrangements are entered but not reported on as these are constantly in operation, and have been reported from time to time.

Your Sanitary Inspector has carried out his duties efficiently and conscientiously during the past year: he has been of great help to me in performing the work required of me, which was at first strange, but which now we carry out together - along with your Hospital Warden and Matron - to my complete satisfaction.

I would like to thank H.M.Customs Officers for their constant help in carrying out my duties, and the Staff of Messrs G.C.Fox & Co. who so kindly keep me informed of the arrival and movement of vessels which need inspection.

I am, Gentlemen,

Your obedient Servant,

A. CECIL DICK.

TABLE "A". I. AMOUNT OF SHIPPING ENTERING THE PORT DURING THE YEAR.

	Number	Tonnage	Number inspected		Number reported to be defective.	Number of Vessels on which defects were remedied	Number of Vessels reported as having, or having had, during the voyage, infectious disease on board.
			By the Medical Officer of Health.	By the Sanitary Inspector			
FOREIGN (Steamers (* Motor (Sailing (Fishing	121	324,714	-	70	25	25	-
	70	277,262	-	18	19	19	-
	-	-	-	-	-	-	-
	-	-	-	-	-	-	-
Total Foreign	191	601,976	-	88	44	44	-
COASTWISE (Steamers (* Motor (Sailing (Fishing	579	807,862	-	201	41	41	-
	334	313,916	-	137	24	24	-
	1	25	-	1	-	-	-
	-	-	-	-	-	-	-
Total Coastwise	914	1,121,803	-	339	65	65	-
TOTAL Foreign and Coastwise)	1,105	1,723,779	-	427	109	109	-

* Includes mechanically propelled vessels other than steamers.

II. CHARACTER OF TRADE OF PORT.

TABLE "B".

(a) Passenger Traffic during the year.

Number of Passengers	1st. Class	2nd. Class	3rd. Class	Transmigrants
Inwards ...	nil	nil	nil	-
Outwards ...	nil	nil	nil	-

(b) Cargo Traffic:

PRINCIPAL IMPORTS :-

General Cargo by the Coast Lines Company's Ships.
Coal, and general Food Produce.

PRINCIPAL EXPORTS :-

General cargo, and china clay.

(c) Foreign Ports from which vessels arrive :-

Abadan, from which port a large number of ships arrive, though some may call in the Continental ports, or in other English ports on the way here.

The Channel Islands.

The Continental ports, including Norway and Sweden.

The Mediterranean ports, New Zealand and Australian ports, Canary Islands and Cape Verde Islands. The Dutch West Indies, Tampico, Galveston and New Orleans in Central America. The South American Ports.

Vessels arrive from Canada, the United States of America, and Newfoundland.

III. WATER SUPPLY.

(1) Source of supply for :-

(a) The Port:

A large reservoir at Budock belonging to the Falmouth Town Council.

(b) For Shipping:

There is now only one source of supply: the Falmouth Town Council's reservoirs already described above.

(2) Hydrants and hose-pipes. What precautions are taken against contamination ?

These are well flushed through before the water is passed into the tanks.

(3) Number of water boats and their sanitary condition.

There are now two boats which attend on shipping in the port. These boats are periodically inspected and have always been found in a satisfactorily healthy condition.

IV. PORT SANITARY REGULATIONS, 1933.

(1) Arrangements for dealing with Declarations of Health.

(2) Boarding of vessels on arrival.

(3) Notification to the Authority of inward vessels requiring special attention (wireless messages, land signal stations, information from pilots, Customs Officers, etc., etc.)

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IV. PORT SANITARY REGULATIONS, 1933. (Continued).

- (4) Mooring stations designated under Article 10 :-
- (a) within the docks
 - (b) outside the docks.
- (5) Particulars of any standing exemptions from the provisions of Article 14.
- (6) Experience of working of Article 16.
- (7) What, if any, arrangements have been made for :-
- (a) Premises and waiting rooms for medical examination:
 - (b) Cleansing and disinfection of ships, persons and clothing, and other articles:
 - (c) Premises for the temporary accommodation of persons for whom such accommodation is required for the purpose of the Regulations.
 - (d) Hospital accommodation available for Plague, Cholera, Yellow Fever, Smallpox and other infectious diseases.
 - (e) Ambulance transport.
 - (f) Supervision of contacts.

There are permanent arrangements which have been fully described in previous Annual Reports and have not been altered.

- (8) Arrangements for the bacteriological or pathological examination of rats for plague.)
)
)
)
(9) Arrangements for other bacteriological or pathological examinations.)
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)

(8) and (9) Dr F.D.M.Hocking, pathologist to the Royal Cornwall Infirmary, Truro, undertakes all pathological and bacteriological examinations for this Authority.

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IV. PORT SANITARY REGULATIONS, 1933, (Continued)

- (10) Arrangements for the diagnosis and treatment of venereal)
disease among sailors under international arrangements.)
(11) Arrangements for the interment of dead.)
(12) Other matters, if any, requiring or receiving attention.)

(10), (11) and (12). These are permanent arrangements which have been fully described in previous Annual Reports and have not been altered.

T A B L E "C"

Cases of Infectious sickness landed from Vessels.

Disease	No. of Cases during the year		No. of Vessels concerned	Average No. of cases for previous 5 years.
	Passengers	Crew		
Malaria	nil	1	1	
Malaria Malignant	nil	4	1	
Meningitis Cerebro-Spinal	nil	1	1	
Measles German	nil	1	1	
Antr: Polio-myelitis	nil	1	1	

T A B L E "D".

Cases of Infectious sickness occurring on Vessels during the voyage but disposed of prior to arrival.

Disease	No. of Cases during the year.		No. of Vessels concerned	Average No. of cases for previous 5 years.
	Passengers	Crew		
Nil	nil	nil	nil	

V. MEASURES AGAINST RODENTS.

- (1) Steps taken for detection of rodent plague:
 - (a) In ships in the Port.
 - (b) On quays, wharves, warehouses, etc., in the vicinity of the port.
- (2) Measures taken to prevent the passage of rats between ships and the shore.
- (3) Measures of deratisation of :-
 - (a) Ships:
 - (b) Premises in the vicinity of docks or quays.
- (4) Measures taken for the detection of rat prevalence in ships and on shore.
- (5) Rat-proofing:
 - (a) To what extent are docks, wharves, warehouses etc., rat-proof ?
 - (b) Action taken to extend rat-proofing:
 - (i) in ships:
 - (ii) on shore.

(1) to (5).

These are permanent arrangements which have been described in previous Annual Reports and have not been altered.

In pursuance of the Parrots (Prohibition of Import) Regulations, 1930, no action has been necessary.

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TABLE "E".

RATS DESTROYED DURING THE YEAR.

(1) On Vessels.

Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black) Brown)						Nil							
Species not recorded	-	-	4	-	-	-	-	6	193	5	2	79	289
Examined						Nil							
Infected with Plague						Nil							

TABLE "F"

(2) In Docks, Quays, Wharves and Warehouses. *

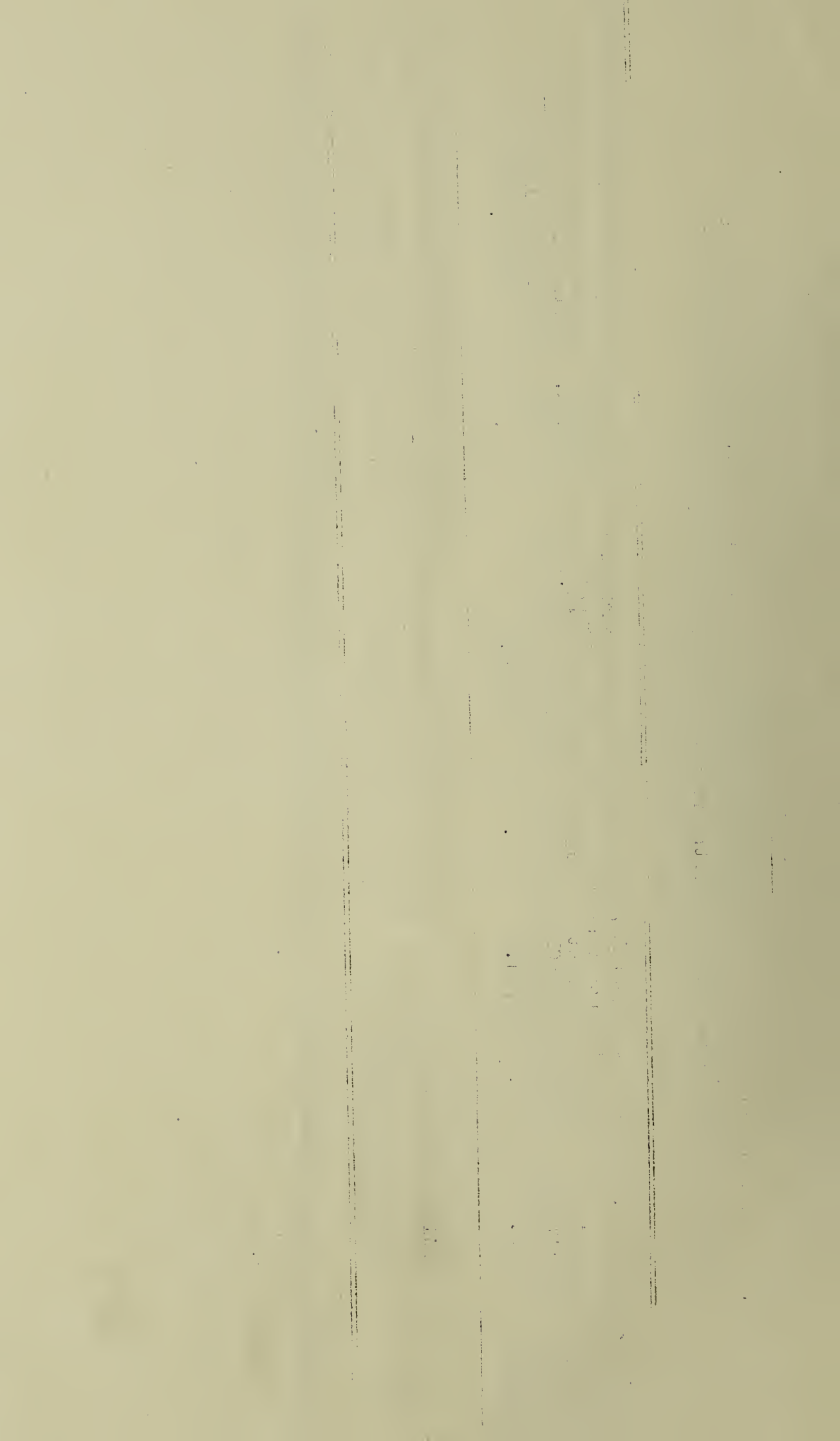
Number of Rats	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total in Year
Black) Brown)													
Species not recorded			800			756			690			743	2,989.
Examined													
Infected with Plague													

* Record kept Quarterly.

T A B L E "G"

Measures of Rat Destruction on Plague "infected" or "suspected" Vessels or Vessels from
 plague infected ports arriving in Port during the Year.

Total No. of such vessels arriving	Number of such vessels fumigated by SO ₂	Number of Rats killed	Number of such vessels fumigated by HCN	Number of Rats killed	Number of such Vessels on which trapping, poisoning, etc., were employed	Number of Rats killed.	Number of such Vessels on which measures of Rat destruction were <u>NOT</u> carried out.
1.	2.	3.	4.	5.	6.	7.	8.
Nil	Nil	-	Nil	-	Nil	-	Nil



Deratisation Certificates and Deratisation Exemption Certificates issued during the year.

Net Tonnage	No. of Ships	No. of Deratisation Certificates issued					No. of Deratisation Exemption Certificates issued	Total Certificates issued.
		After fumigation with:		After Trapping Poisoning etc.	TOTAL			
		HCN	Sulphur			HCN and Sulphur		
1.	2.	3.	4.	5.	6.	7.	8.	9.
Ships up to 300 tons	1	-	-	-	-	-	1	1
" from 301 tons to 1,000 tons	3	1	-	-	-	1	2	3
" " 1001 tons to 3,000 "	1	-	-	-	-	-	1	1
" " 3000 " " 10,000 "	29	7	-	-	-	7	22	29
" over 10,000 tons	1	-	-	-	-	-	1	1
TOTAL	35	8	-	-	-	8	27	35

★ Applicable only to those Ports approved by the Minister of Health for the issue of Deratisation Certificates and Deratisation Exemption Certificates in accordance with the provisions of Article 28 of the International Sanitary Convention, 1926. (Form Port II.)

VI. HYGIENE OF CREWS' SPACES.

In this respect there has not been much cause for serious complaint. It was found necessary to have the Water tanks cleaned out and fresh water taken on board in six (6) ships calling here during the year.

In twenty-nine (29) other vessels the forecastles and lavatories were put in a proper sanitary state before the ships sailed from this port.

All other defects have been quickly remedied on the few occasions I have had to call attention to them, and it has never been necessary for the Sanitary Inspector to serve notices on the Captains of any ships for the past year.

T A B L E "J"

CLASSIFICATION OF NUISANCES.

Nation- ality of Vessel	Number inspected during the year	Defects of original construc- tion.	Structural defects through wear and tear.	Dirt, vermin and other conditions prejudicial to health.
British	299	-	49	13
Other Nations	128	-	60	20

GENERAL

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VII. FOOD INSPECTION.

- (1) Action taken under the Public Health (Imported Food) Regulations, 1937; the Public Health (Preservatives, etc., in Food) Regulations, 1925-1940, and the Food and Drugs Act, 1938, (Section 39).

On the 16th January, on board the S.S. Northumberland 50 sacks of Potatoes were inspected and found quite unfit for human consumption. (7,000 lbs.)

On the 17th January on board the S.S. Norseman, 20 tins of Pemmican, 57 tins of Horlicks Tablets, 51 tins of Biscuits, being lifeboat and raft stores, were inspected and found quite unfit for human consumption.

On 25th January on board the S.S. Norseman, 80 tins of Chocolate, 152 tins of Milk Tablets, 136 tins of Biscuits and 506 tins of Pemmican being lifeboat and raft stores, were inspected and found quite unfit for human consumption.

On the 1st. February on board the S.S. John Hawley 579 lbs. of Fish, 120 lbs. of Meat Offals, 100 lbs. chopped meat, 20 lbs. yeast and 536 lbs. of cold cuts were inspected and found quite unfit for human consumption.

On the 3rd February on board the S.S. Cromarty, 37 lbs. Sausages, 42 lbs. Fish, 1 Turkey, 48 lbs. Bacon, 50 lbs. dried fruit, 112 lbs. Oatmeal, 8 cwts. Flour, 3 cwts. Beans, 1 cwt. Semolina, 1 cwt. Ground Rice, 1 cwt. Green Peas and 4 lbs. Custard Powder were inspected and found quite unfit for human consumption.

On the 28th March, on board the M.V. Legarto, 446 lbs. Beef, 205 lbs. Mutton, 127 lbs. Offals, 65 lbs. Liver, 30 pkts. Allbran, 8 pkts. Wheat Flakes, 24 pkts. Shredded Wheat, 112 lbs. Rice and 112 lbs. Sugar, were inspected and found quite unfit for human consumption.

On the 19th April on board a United States Ship, 40 lbs. Liver, 536 lbs. Beef, 120 lbs. Veal, 170 lbs. Pork, 234 lbs. Offals and 45 lbs. Yeast were inspected and found quite unfit for

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human consumption.

On the 21st June, on board the M.V. Solarium 30 lbs. of Chocolate from the Lifeboats were inspected and found quite unfit for human consumption.

On the 2nd July on board the M.V. British Restraint, 33 lbs. Biscuits, 67 lbs. Chocolate, 25 tins Horlicks Tablets and 93 tins Pemmican were inspected and found quite unfit for human consumption.

On the 17th July on board the M.V. Opalia, 19 lbs. Biscuits, 8 tins Horlicks Tablets and 15 tins Pemmican were inspected and found quite unfit for human consumption.

On the 24th July on board the M.V. Salt Flat, 184 lbs. Bacon and 36 Bottles of Mayonnaise Sauce were inspected and found quite unfit for human consumption.

On the 31st July on board the S.S. Malines, 28 lbs. beef, 56 lbs. Fish, 14 lbs. Offals and 4 Rabbits were inspected and found quite unfit for human consumption.

On the 13th September on board the M.V. Sunetta, 130 lbs. of Meat and Offals were inspected and found quite unfit for human consumption.

On the 21st September on board the M.V. Empire Benefit, 226 lbs. Pork, 100 lbs. Beef and 294 lbs. Veal were inspected and found quite unfit for human consumption.

On the 28th September, on board the M.V. Empire Cobbett, 800 lbs. of Flour were inspected and found to be quite unfit for human consumption.

On the 4th October on board the British Resolution, 500 lbs. of Flour were inspected and found to be quite unfit for human consumption.

On the 5th October on board the S.S. Empire Bounty, 2,240 lbs. of flour were inspected and found to be quite unfit for human consumption.

On the 7th November on board the M.V. Empire Alliance, 633 lbs. Mutton, 95 lbs. Split Peas, 125 lbs. Dried Fruit, were inspected and found quite unfit for human consumption.

On the 8th November on board the M.V. Drupa, 4,598 lbs. Flour, 2,700 lbs. Rice, 111 lbs. Dried Fruit, 10 lbs. Mustard, 10 lbs. Ox Tongue, 630 tins Condensed Milk were inspected and found quite unfit for human consumption.

On the 10th November on board the M.V. Oil Reliance, 200 lbs. Bacon were inspected and found quite unfit for human consumption.

On the 15th November on board the M.V. Narica, 899 lbs Mutton, 396 lbs. Veal, 54 lbs. Pork, 42 lbs. Beef, 27 lbs. Bacon, were inspected and found quite unfit for human consumption.

On the 20th November on board the M.V. Empire Wordsworth, 200 lbs. Mutton were inspected and found to be quite unfit for human consumption.

On the 26th November on board the M.V. Narica, 1,056 tins Condensed Milk were inspected and found to be quite unfit for human consumption.

On the 4th December on board the M.V. Nuculana 100 lbs. Beef, 100 lbs. Pork, 200 lbs. Fish, 40 lbs. Poultry, were inspected and found quite unfit for human consumption.

On the 18th December on board the S.S. Esturia, 400 lbs. Beef and 20 lbs. Mutton were inspected and found quite unfit for human consumption.

On the 29th December on board the S.S. Empire Airman, 98 lbs. Biscuits were inspected and found quite unfit for human consumption.

In all the above cases the Ministry of Food Salvage Department were informed and they made the necessary arrangements for the disposal of the food-stuffs to manufacturers for the

purpose of either reconditioning or conversion into food for cattle, etc.

The total weight of foodstuffs condemned is :-

<u>Tons.</u>	<u>Cwts.</u>	<u>Qrs.</u>	<u>lbs.</u>
10	1	1	24

(2) SHELL-FISH: Information respecting any shell-fish beds or layings within the jurisdiction of the P.H.A. stating whether they are, in the opinion of the Medical Officer, liable to pollution. Report of any action taken under the Public Health (Shell-fish) Regulations, 1934, or the Public Health (Cleansing of Shell-fish) Act, 1932.

(2) SHELL-FISH:

Helford River: There is apparently no risk of sewage pollution in this river except for some surface drainage high up at its source.

Percuil River, St.Mawes. There is some risk of sewage pollution in this river, although precautions are taken as far as possible to obviate the danger.

Truro River: There is definite risk of pollution with sewage and surface water in the river.

Oysters taken from the beds in this river are laid down elsewhere for cleansing purposes.

Any available information on the following points :-

(1) the places to which shell-fish taken from layings in the district are sent to be marketed.

(i) The majority are sent up to London.

THE UNIVERSITY OF CHICAGO

CHICAGO, ILL.

DEPARTMENT OF CHEMISTRY

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(ii) The layings from which shell-fish (specifying the kinds of shell-fish) which may be marketed in the district, are derived.

(ii) Oysters from the Helford River and Percuil River.

(3) Number of Samples of Food examined by :-

(a) Bacteriologist.

<u>Nature of Sample.</u>	<u>Result of Examination.</u>
--------------------------	-------------------------------

(b) Analyst.

<u>Nature of Sample.</u>	<u>Result of Examination.</u>
--------------------------	-------------------------------

There have been no samples examined during the year.

That concludes the Report.

I am, Gentlemen,

Your obedient Servant,

A. CECIL DICK.

1. The first thing I noticed when I stepped out of the plane was the fresh air.

It was a relief after the stuffy cabin of the airplane.

The sun was shining brightly, and the birds were singing.

I felt a sense of freedom and peace as I walked along the path.

The landscape was beautiful, with rolling hills and a clear blue sky.

I took a deep breath and enjoyed the view from the top of the hill.

The path led me to a small stream where I sat and listened to the water.

I felt a sense of calm and tranquility as I sat by the water.